

May 26, 1930.

[H. R. 10340.]

[Public, No. 265.]

CHAP. 334.—An Act Granting the consent of Congress to the State Highway Commission of Arkansas to construct, maintain, and operate a toll bridge across the White River at or near Calico Rock, Arkansas.

White River.
Arkansas may bridge,
at Calico Rock.

Construction.
Vol. 34, p. 84.

Tolls under State,
etc., operation.

Application of reve-
nues.

Maintenance as free
bridge, etc., after amor-
tizing costs.

Statement of con-
struction costs, etc., to
be kept.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the State Highway Commission of Arkansas to construct, maintain, and operate a bridge and approaches thereto across the White River, at a point suitable to the interests of navigation, at or near Calico Rock, Arkansas, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

SEC. 2. If tolls are charged for the use of such bridge, the rates of toll shall be so adjusted as to provide a fund sufficient (1) to pay the reasonable cost of maintaining, repairing, and operating the bridge and its approaches; (2) the interest on borrowed money necessarily required and financing charges necessarily incurred in connection with the construction of the bridge and its approaches; and (3) to provide a sinking fund sufficient to retire the bonds issued and sold in connection with such original construction. All revenues received from the bridge shall be applied to the foregoing purposes, and no bonds issued in connection with the construction of the bridge and its approaches shall be made to mature later than twenty years after the date of issue thereof.

After a fund sufficient to retire such bonds in accordance with their provisions shall have been so provided, the bridge shall thereafter be maintained and operated as a free highway bridge upon which no tolls shall be charged. An accurate and itemized record of the original cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, the interest charges paid, and the tolls charged and the daily revenues received from the bridge, shall be kept by the Arkansas State Highway Commission, and shall be available at all reasonable times for the information of all persons interested.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 26, 1930.

May 26, 1930.

[H. R. 11196.]

[Public, No. 266.]

CHAP. 335.—An Act To extend the times for commencing and completing the construction of a bridge across the White River at or near Clarendon, Arkansas.

White River.
Time extended for
bridging, at Clarendon,
Ark.

Vol. 45, p. 972.

Ante, p. 29.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the White River, at or near Clarendon, Arkansas, authorized to be built by the State Highway Commission of Arkansas, by the Act of Congress approved May 29, 1928, heretofore extended by the Act of Congress approved June 20, 1929, are hereby further extended one and three years, respectively, from May 29, 1930.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 26, 1930.

May 27, 1930.

[S. 3783.]

[Public, No. 267.]

CHAP. 336.—An Act For the relief of the State of Georgia for damage to and destruction of roads and bridges by floods in 1929.

Georgia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is

hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$506,067.50 for the relief of the State of Georgia, as a reimbursement or contribution in aid from the United States, induced by the extraordinary conditions of necessity and emergency resulting from the unusually serious financial loss to the State of Georgia through the damage to or destruction of roads and bridges by floods in 1929, imposing a public charge against the property of the State beyond its reasonable capacity to bear. Such portion of the sum hereby authorized to be appropriated as will be available for future construction shall be expended by the State highway department, with the approval of the Secretary of Agriculture, for the restoration, including relocation, of roads and bridges of the Federal-aid highway system so damaged or destroyed, together with interstate bridges across the Savannah River at or near Augusta, Georgia, in such manner as to give the largest measure of permanent relief, under rules and regulations to be prescribed by the Secretary of Agriculture. Any portion of the sum hereby authorized to be appropriated shall become available when the State of Georgia shows to the satisfaction of the Secretary of Agriculture that it has, either before or after the approval of this Act, actually expended, or made available for expenditure, for the restoration, including relocation, of roads and bridges so damaged or destroyed, a like sum from State funds. Nothing in this Act shall be construed as an acknowledgment of any liability on the part of the United States in connection with the restoration of such roads and bridges: *Provided*, That out of any appropriations made for carrying out the provisions of this Act, not to exceed 2½ per centum may be used by the Secretary of Agriculture to employ such assistants, clerks, and other persons in the city of Washington and elsewhere, to purchase supplies, material, equipment, and office fixtures and to incur such travel and other expense as he may deem necessary for carrying out the purpose of this Act: *Provided further*, That no portion of this appropriation shall be used except on highways and bridges now in the Federal-aid highway system in Georgia, or the necessary relocation of such roads and bridges.

Approved, May 27, 1930.

CHAP. 337.—An Act To facilitate and simplify national-forest administration.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture is authorized to expend not to exceed \$8,000 annually, out of any money appropriated for the improvement or protection of the national forests, for the fiscal year 1930 or for subsequent years, in the completion of water supply or sanitary systems costing in excess of the \$500 limitation as imposed by the Act of March 3, 1925 (Forty-third Statutes, page 1132).

SEC. 2. That the Secretary of Agriculture is authorized to reimburse owners of private property for damage or destruction thereof caused by employees of the United States in connection with the protection, administration, or improvement of the national forests, payment to be made from any funds appropriated for the protection, administration, and improvement of the national forests: *Provided*, That no payment in excess of \$500 shall be made on any such claim.

SEC. 3. That the Secretary of Agriculture is authorized in cases of emergency to incur such expenses as may be necessary in search-

Sum authorized for relief of, as reimbursement for destruction of roads and bridges by floods in 1929.

Post, pp. 872, 1276.

Available for restoring, etc., roads and bridges of Federal-aid highway system, with approval of Secretary of Agriculture.

Amount available when like sum expended from State funds.

No Federal liability.

Proviso.
Allowance for personnel, supplies, etc.

Use restricted on highways and bridges in Federal aid highway system in Georgia.

May 27, 1930.

[S. 3817.]

[Public, No. 268.]

National forests. Sum authorized annually for completion of improved water supply or sanitary systems in.

Vol. 43, p. 1132.

Reimbursing owners of private property for damages, etc., by forest employees.

Proviso.
Limit.

Expenses allowed in emergency cases.